

Message Text

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SUBJECT: MEDIA REACTION REPORT: PRESIDENT'S FOREIGN
POLICY REPORT

1. YUGOSLAV WEEKEND PRESS INCLUDES REPORTS ON PRESIDENT NIXON'S FOREIGN POLICY REPORT. BELGRADE DAILY POLITIKA MAY 5 (P. 3) CARRIES ITEM BY NY CORRESPONDENT GUSTINCIC WHICH BRIEFLY RELATES MAIN POINTS OF SPEECH AND NOTES THAT "VERY WARM PARAGRAPH ON RELATIONS WITH YUGOSLAVIA CONTAINS OFFICIAL CHARACTERIZATION OF 'IMPORTANT NON-ALIGNED COUNTRY'." ZAGREB'S VJESNIK (P.2) MAY 5 INCLUDES NY CORRESPONDENT BUTORAC REPORT CITING MAIN POINTS OF SPEECH WITHOUT COMMENTARY. LJUBLJANA DAILY DELO MAY 5 (P.14) CARRIES TANJUG (NY) ACCOUNT OF REACTIONS TO PRESIDENT'S REPORT.

2. BELGRADE DAILY BORBA INCLUDES OVERALL FAVORABLE REVIEW OF NIXON REPORT IN MAY 5 EDIT BY VLADO TESLIC. EDIT STATES THAT BY REJECTING PATERNALISM AND ITS ROLE OF POLICEMAN AS FORMERLY IN COLD WAR ERA, "US HAS MADE GREAT STEP IN CORRECTING ITS RELATIONS WITH OTHER PARTS OF WORLD AND IN EFFORTS TO COOPERATE WITH OTHER COUNTRIES MORE ON PRINCIPLES OF MUTUAL RESPECT." TESLIC CONTINUES THAT UNDER PRESIDENT NIXON, US ACCEPTED "INEVITABILITY OF TRANSITION FROM CONFRONTATION TO
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NEGOTIATION AND COOPERATION." EDIT REGARDS NIXON VISITS TO PEKING AND MOSCOW AS " KEY ACCOMPLISHMENTS OF THIS POLICY." TESLIC SEES SOME CONTRADICTIONS AND DIFFICULTIES IN FORFOR MORE THAN A YEAR.

AN IATA AGREEMENT TO CLOSE THESE RATES EFFECTIVE MAY 1, 1973 HAS BEEN FILED BUT HAS NOT BEEN ACTED UPON BY THE BOARD.

ESSENTIALLY, STATUS QUO RATES ARE TO BE MAINTAINED THROUGH SEPTEMBER 30, SUBJECT TO AN APPROXIMATE 8 PERCENT INCREASE IN GENERAL CARGO RATES APPARENTLY TO REFLECT BOTH THE 1972 AND 1973 DEVALUATIONS OF THE DOLLAR, ALTHOUGH SIGNIFICANT INCREASES IN SOME SPECIFIC COMMODITY RATES ARE PROPOSED. PRESENTLY EFFECTIVE NORTH/ CENTRAL CARGO RATES HAVE NOT BEEN ADJUSTED TO REFLECT EITHER DEVALUATION.

3. ON CHARTER QUESTION, BELIEVE USDEL MAY WISH BRIEF GOJDEL AT OUTSET ON ABC- TGC DEVELOPMENTS, OUR CHARTER UNDERSTANDING WITH BELGIUM, THE REIN LETTER OF DECEMBER 15, 1972 WHICH TRANSMITTED OTTAWA PRINCIPLES, AND OUR ASSESSMENT OF PROSPECTS FOR SIMILAR CHARTER REGIMES ACROSS PACIFIC. INTO SUCH BROAD FRAMEWORK, CARGO CHARTERS SHOULD BE INTRODUCED AS ANOTHER ELEMENT THAT SHOWS GREAT POTENTIAL, RATHER THAN SPECIFIC PROPOSAL OF ONE COMPANY (ALTHOUGH WORLD PROGRAM SHOULD BE CITED).

4. IT DOUBTFUL, HOWEVER, JAPANESE WILL BE FORTHCOMING ON REVISING CHARTER QUOTA FOR CARGO CHARTERS WITHOUT GAINING SOME OF THEIR SCHEDULED SERVICE REQUESTS. USDEL MAY WISH AGAIN MAKE CLEAR TO JAPANESE U. S. POLICY DOES NOT PERMIT CONSIDERATION OF TRADE OFF OF CHARTER SERVICES IN RETURN FOR EXPANDED SCHEDULE SERVICE RIGHTS.

5. WE BELIEVE PRESENTATION TO THE JAPANESE ON THE CARGO CHARTER PROPOSAL SHOULD BE ON ITS MERITS ALONE. ONCE PRESENTATION MADE AND EXPECTED NEGATIVE RESPONSE FROM JAPANESE ON TABLE, USDEL SHOULD MAKE APPROPRIATE NOISES IN URGING GOJ TO FAVORABLY CONSIDER US VIEWS IN ITS REASSESS-LIMITED OFFICIAL USE

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MENT OF CHARTER POLICY.

6. FYI: LATEST AVAILABLE DATA INDICATES THAT IN 1971 THERE WAS 100,738 TONS OF AIR CARGO BETWEEN THE U. S. AND JAPAN AND IN 1972 151,538 TONS OR A 50 PERCENT INCREASE. WHILE JAL DID NOT OPERATE SCHEDULED ALL CARGO SERVICE, IT DID OPERATE 91 ALL CARGO CHARTERS IN 1971 AND 140 IN 1972. U. S. CARRIER ALL CARGO SERVICES INCLUDE 20 WEEKLY RT BY FTL, 6 BY NWA AND PAA OPERATES 8 WESTBOUND AND 12 EASTBOUND PER WEEK. END FYI. ROGERS

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